

# The Hongkong Telegraph.

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TUESDAY, APRIL 14, 1903.

二拜禮

號四十月四英港香

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1850.

CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... " 18,000,000  
CAPITAL UNCALLED ..... " 6,000,000  
RESERVE FUND ..... " 9,000,000

Head Office - YOKOHAMA.

Branches and Agencies.  
TOKIO, KOBE, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI, TIENSIN, PEKING.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LTD.  
PARR'S BANK, LTD.  
THE UNION OF LONDON AND SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent. per annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" 6 " 4 "

" 2 " 2 " TAKO HODSUMI,

Manager.

Hongkong, 11th March, 1903. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000

RESERVE FUND—

Sterling Reserve ..... \$10,000,000

Silver Reserve ..... \$ 5,000,000

RESERVE LIABILITY OF PROPRIORS \$10,000,000

COURT OF DIRECTORS:  
A. J. RAYMOND, Esq., Chairman.  
H. E. TOMKINS, Esq., Deputy Chairman.

G. Balloch, Esq. H. Schubert, Esq.  
Hon. C. W. Dickson. E. Shellim, Esq.  
E. Goetz, Esq. Hon. R. Shawan.  
G. H. Medhurst, Esq. N. A. Sieb, Esq.  
C. Michelau, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH.  
MANAGER:  
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 4% per cent. per annum.

For 6 months, 4½ per cent. per annum.

For 12 months, 5 per cent. per annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 25th March, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more, to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital ..... £1,000,000  
Paid up Capital ..... £ 324,374

HEAD OFFICE—HONGKONG.

Board of Directors—

Chan Kit Shan, Esq. | C. Ewens, Esq.  
Chow Tung Shang, Esq. | J. Lauts, Esq.  
Chief Manager,  
GEO. W. F. PLAYFAIR.

Interest for 12 months, Fixed ..... 5 %

Hongkong, 19th November, 1902. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL ..... Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Calcutta Hankow,  
Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,  
UNION OF LONDON AND SMITH'S BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS recurred on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,  
Manager.

Hongkong, 4th October, 1902. [16]

GUARANTY TRUST COMPANY OF NEW YORK  
(AMERICAN BANK).

ESTABLISHED 1864.  
PAID UP CAPITAL ..... U.S. Gold \$2,000,000  
SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Gold \$7,180,000

Head Office—NEW YORK.  
LONDON OFFICE:  
33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:  
PARK'S BANK, LIMITED.

HONGKONG OFFICE:  
4, DES VŒUX ROAD.

General Banking and Exchange business transacted.

INTEREST ALLOWED

On Current Accounts at 2% per annum.

On Fixed Deposits:

For 3 months 2½% per annum.

" 6 " 3½ "

" 12 " 4 % "

E. F. GROS,  
Acting Manager.

Hongkong, 1st December, 1902. [16]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE—NEW YORK.

FISCAL AGENTS FOR THE UNITED STATES OF AMERICA IN CHINA AND THE PHILIPPINE ISLANDS.

Capital paid in, ... Gold \$4,000,000... £ 820,000  
Surplus (Reserve) Gold \$4,000,000... £ 820,000

Total ..... Gold \$8,000,000... £ 1,640,000

Capital and Surplus authorised, Gold \$10,000,000... £ 2,050,000

LONDON BANKERS:  
THE NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Corporation buys and sells Bills of Exchange, issue Letters of Credit and carries on every description of Banking and Exchange business. Money received on Current Deposit Account at the rate of 2 per cent. per annum on the daily balances, and on Fixed Deposit as follows:

For 12 months, 4½% per annum.

" 6 " 4 % "

" 3 " 3 % "

HONGKONG—TEMPORARY OFFICE:  
PRINCE'S BUILDINGS.

CHARLES R. SCOTT,  
Manager.

Hongkong, 7th April, 1903. [100c]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE  
OF THE 12TH NOVEMBER, 1896.

Shanghai Taelis.

SUBSCRIBED CAPITAL ..... 5,000,000

PAID-UP CAPITAL ..... 2,500,000

Head Office—SHANGHAI.

Branches and Agencies.  
CANTON, PÉKING, NÉIJIANG, SINGAPORE,  
CHINKIANG, TIENTSIN, HANKOW.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

1½% per annum Fixed Deposits for 3 months.

1½% " " 6 "

1½% " " 12 "

E. W. RUTTER,  
Manager.

Hongkong, 1st January, 1901. [12]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP ..... £800,000

RESERVE HOLDERS ..... £800,000

RESERVE FUND ..... £650,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.

" 6 " 3½ "

" 3 " 2½ "

T. P. COCHRANE,  
Acting Manager.

Hongkong, 2nd June, 1902. [11]

## Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(o:)

FOR STEAMERS CAPTAINS TO SAIL REMARKS

LONDON and Java..... G. W. Gordon, R.N.R. 10 A.M., 16th April. Freight or Passage.

ANTWERP, SP'ORE, C'MBO and BOMBAYS Pekin ..... C. R. Longden, R.N.R. About 18th April. Freight only.

YOKOHAMA Malacca ..... A. F. Street ..... About 18th April. Freight or Passage.

SHANGHAI Bengal ..... A. L. Valentini ..... About 24th April. Freight or Passage.

LONDON, &c. Ballaart\* F. R. Summers ..... Noon, 25th April. Freight or Passage.

\* See Special Advertisement.

+ Via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.

+ Via SHANGHAI, MOJI and KOBE. (Passing through the Island Sea).

(Calling at PENANG if sufficient inducement offers).

For Further Particulars, apply to

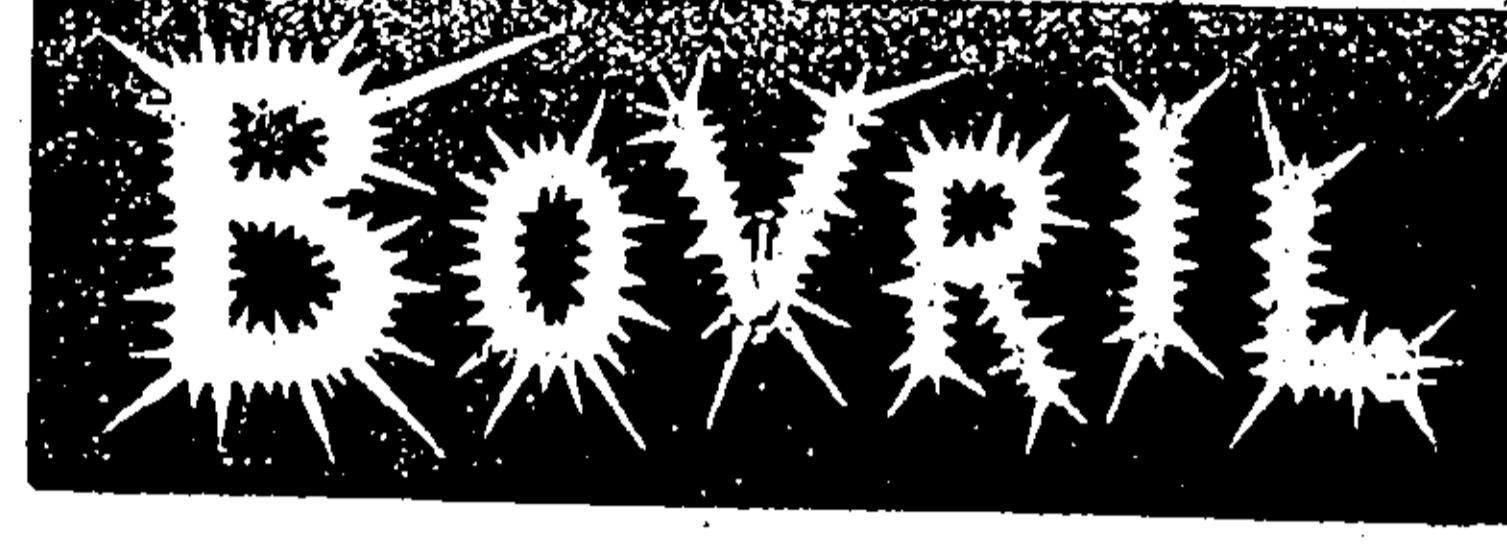
E. A. HEWETT, Superintendent.

Hongkong, 14th April, 1903.

[14]

## Intimations.

Bovril is a food-beverage agreeable to the taste and of remarkable strengthening and sustaining properties. It is an ideal nourishment in cases of sickness and weakness, and when from any cause ordinary foods are not desirable.



JAPAN COALS.

THE MITSUI BUSSAN KAISHA  
(MITSUI & Co.)

HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.  
LONDON BRANCH:—34, LIME STREET, E.C.  
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:  
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chofoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maldurn, Kuro, Shimonesaki, Momi, Wakamatsu, Karatsu, Nagasaki, Kochinotzu, Sasebo, Miike, Hakodate, Taihō, etc.

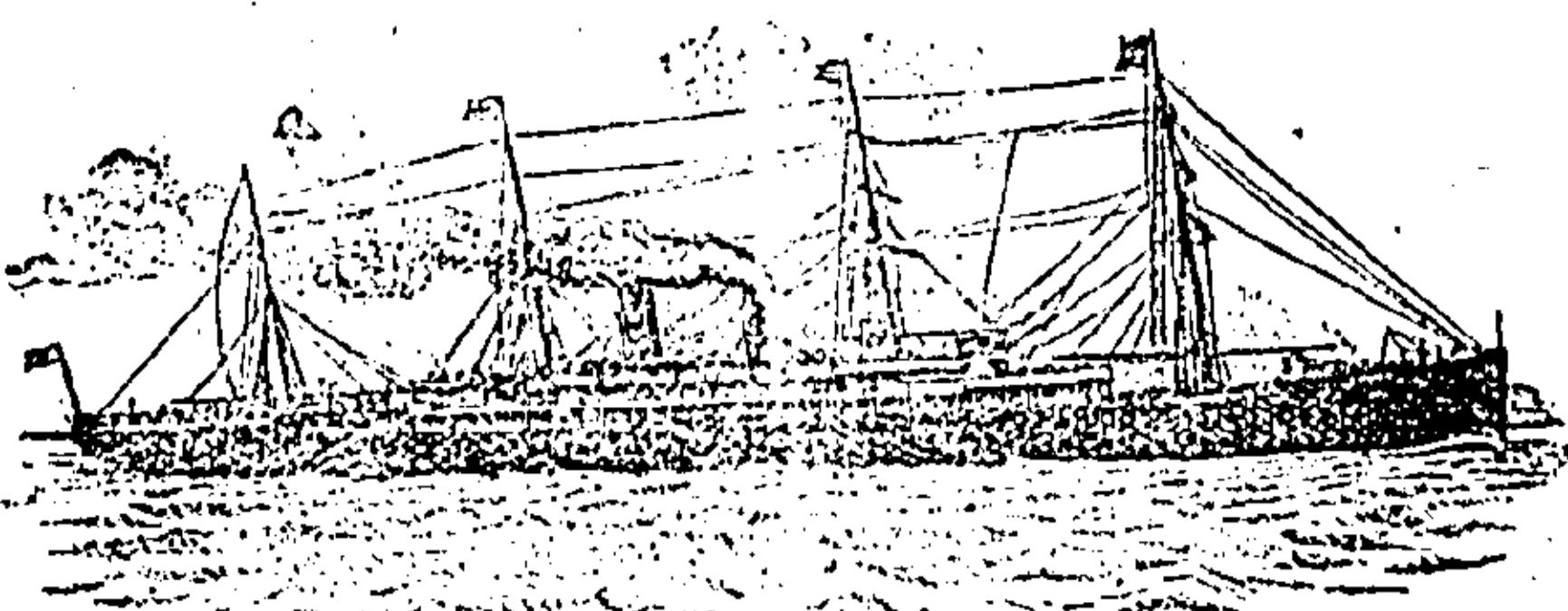
Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).  
CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.  
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Iida Coal Mines; and  
ONOURA, Onsuji, Sasahara; Tsubakuro, Yoshinotani, Yoshi, Yudokibami and other Coals.  
N. INUZUKA, Manager, Hongkong [563c]

THE DISTILLERS Co., LIMITED.

D. G

## Mails.

## U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	SATURDAY, 18th April, at Noon.
"GOPTIC"	SATURDAY, 25th April, at Noon.
"AMERICA MARU"	TUESDAY, 5th May, at Noon.
"KOREA"	WEDNESDAY, 13th May, at Noon.
"GAELIC"	FRIDAY, 22nd May, at Noon.
"HONGKONG MARU"	SATURDAY, 30th May, at Noon.
"CITY OF PEKING"	SATURDAY, 6th June, at Noon.
"DORIO"	TUESDAY, 16th June, at Noon.
"NIPPON MARU"	WEDNESDAY, 24th June, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA", 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "SIBERIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 18th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passenger holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atewa and Manila and to ports in Mexico, Central and South America by the Companies' and Consular Steamers.

Freight will be received on board until noon on the day of departure, and Payment of Freight will be received at the Office until 3 p.m. same day. All Particulars and packages should be marked to address in full, name and address.

Consider it necessary to inform you that a copy of the above Circular may be obtained at the Post Office, Hongkong, and at the Customs Office at San Francisco.

Companies' Office addressed to the Chinese Office of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each) shipment when the value is less than \$100 U.S. Gold.

For further information is to be addressed to Frueger, per the Agency of the Companies, Queen's Building.

Hongkong, 11th April, 1903.

E. W. TILDEN, Agent.

[1]

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.)

EMPERESS Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

## (SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons.	WEDNESDAY, 22nd April.
" " TARTAR" ... 4,425 "	WEDNESDAY, 6th May.
" " EMPRESS OF JAPAN" ... 6,000 "	WEDNESDAY, 13th May.
" " ATHENIAN" ... 3,882 "	WEDNESDAY, 27th May.
" " EMPRESS OF CHINA" ... 6,000 "	WEDNESDAY, 3rd June.
" " EMPRESS OF INDIA" ... 6,000 "	WEDNESDAY, 14th June.
" " EMPRESS OF JAPAN" ... 6,000 "	WEDNESDAY, 15th July.
" " TARTAR" ... 4,425 "	WEDNESDAY, 22nd July.
" " EMPRESS OF CHINA" ... 6,000 "	WEDNESDAY, 5th August.
" " ATHENIAN" ... 3,882 "	WEDNESDAY, 12th August.
" " EMPRESS OF INDIA" ... 6,000 "	WEDNESDAY, 26th August.

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS) saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passenger Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &amp;c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 13th March, 1903.

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## STORY OF THE CHINESE RAILWAY CONCESSIONS.

Sir Charles Dilke will to-day call attention in the House of Commons to the extraordinary manner in which British railway concessions have been allowed to lapse in China since they were granted in 1898, and especially to the imminent transfer of the concession for the important Canton to Hankow line from American hands to Belgian.

In November of that year our Minister at Peking paraded a long list of British railway concessions, totalling 2,800 miles, or more than double what any of our rivals had obtained. To enable the reader to appreciate the present situation, let me add that this total was over four times the length of the one railway—Peking to Hankow—scheduled under the head of Belgian. In addition to the 2,800 miles precisely enumerated, there were many mining concessions to the Peking Syndicate, which carried with them the right to construct railway in the localities affected. The interesting story of the treatment of the Peking Syndicate cannot be told now for want of space. British railway concessions in China, therefore, exceeded the 2,800 miles of the schedule, and Sir Claude MacDonald, in his accompanying despatch, made the proud and satisfactory declaration that "in the war of concessions England had not come off second best." This despatch was written in November 1898, and was published with remarkable promptitude early in the following year. Mr. Balfour descended in the House on our great triumph, echoed the flattering assurances of the Minister at Peking, and persuaded his followers and the country that British diplomacy had gained a glorious victory in China.

## WHERE ARE THEY?

What has become of the railway concessions for 2,800 miles so triumphantly placed before the country by Mr. Balfour in the spring of 1898? What have they realised, and what do they promise to realise? The Tientsin-Shantung line of 500 miles represents the one concession that has been actually carried out, but as it has been transferred to the Chinese and lies in a port of China with which we shall have no concern when the inevitable disruption of China takes place, it can scarcely be claimed as representing a vital British interest. Eliminating that line, there remain 2,300 miles to be accounted for. Not one mile of that total has yet been constructed! Only one of the many concessions included in it—viz., the Shanghai-Nanking Railway of 180 miles, has reached the final stage of the signed contract preliminary to the issue of the prospectus!

A large number of these concessions have been lost beyond recovery. There is first the Yunnan line of 700 miles, which was definitely abandoned by us some time ago. There is in the next place half the Shantung-Kiangsu Railway or 300 miles, as our share, that was to have been built by England and Germany in co-operation. But what Minister will have the temerity to propose to the country a repetition of Anglo-German co-operation in China after the Venezuelan experience? Moreover, this particular line is not wanted in the present phase of the Chinese question. By the elimination of these two lines alone the flattening total is reduced to 1,300 miles, and of this distance not less than 300 miles were set down for the half-share of the Canton to Hankow Railway, now in jeopardy, and to which I wish chiefly to refer. Of the thousand miles remaining over, 100 are for the Kowloon-Canton line, 350 for an extension into Honan, and 550 altogether for lines in Kiangsi and Chekiang. Probably these thousand miles will eventually be built under British auspices, but after an interval of over four years there is only one line of 180 miles that has reached the eve of fruition. The pleasant table of 1898 therefore reads to-day as follows:—British railway concessions definitely acquired, 180 miles; possible, or even probable, with the lapse of time, 820 miles; and 300 hanging in suspense. The last portion is the half-share of the Canton-Hankow Railway.

## A CHINESE CLAPM-JUNCTION.

The practical question of the moment is: Are we going to lose by a tame surrender of our political rights not merely our half-share in, but also the political control of, the Canton-Hankow Railway? To this question some persons reply that it is too late, as we have lost them, and others declare that we never had any rights to lose. With regard to the latter objection, it should be a sufficient answer to refer to the despatch of Sir Claude MacDonald, in which these 300 miles are included in the list of British concessions. With regard to its being too late, it can never be too late to stop a proceeding before the work to which it relates has been accomplished, and a firm and emphatic protest now should certainly suffice to prevent the consummation of a scheme that must permanently injure our interests in China. If a protest does not suffice there are other and more positive ways of taking effective action both at Brussels and at Peking.

Railway concessions in China are not to be regarded solely as commercial matters. They were acquired by the efforts of our diplomacy, with the view of safeguarding our natural interests and securing an equipoise in political influence among the Powers. As an illustration of this truth, the joint German line referred to was to become British on entering Kiangsu because that province is within our sphere of interest, viz., the Yangtze Valley. But Hankow is also in the Yangtze Valley, and, more than that, it must be regarded as the most commanding position in the upper portion of it. We allowed, by the most egregious supineness and neglect, a foreign line to be brought down to it from the north, thus intruding upon our domain. But are we going to allow it to be turned into a Chinese Clapm-junction, through which a whole system of foreign—that is, non-British—railways will pass?

The American syndicate, known as the Washburn-Carey group, which has in its possession

the concession for the Canton-Hankow line, has already parted with a considerable portion of its shares—at least, nominally—to the representatives of the King of the Belgians. It is said that 60 per cent. of the concession has been sold under certain conditions. Perhaps this is a slight exaggeration, and I have some reason to think that as yet the arrangement is more of the nature of a preliminary agreement than a definite bargain. There is no question that, so far as the letter of the concession goes, the American holders have the right to sell their shares; and it is no reflection on them to say that in the whole matter they have only thought of the business conditions and of making a profit. If they can secure the profit without the trouble of working for it, they are quite ready to clear out. That the transfer has not actually taken place is some evidence that the bargain is not completed, or perhaps that other machinations are on foot, with the object of making the Americans more willing to part on easier terms.

WHAT MAY YET BE DONE.

What is certain is that some American engineers who were to commence work on the line reached Hankow a few months ago, and that their proceedings have been so persistently obstructed, that up to the date of the latest news they had accomplished nothing. As everything is done in China on the order of Pekin alone, I think it is probable that the obstruction will continue until the Belgian staff on the Pe-Han line, having completed its work, comes down into Hankow ready to undertake the Lu-Han line as well. Any one who knows the implicit faith expressed by the Chinese Government in the Belgians, and the effusive manner in which it grants their requests will see nothing improbable in the statement that means will be found to induce the Americans to transfer at least the whole of the control of the projected line to the Belgians.

What can we do to stop this? The American syndicate can part with its shares, but it cannot override the political exigencies and safeguards that dictated the support given by diplomacy to all the railway concessions in 1898. Sir Claude MacDonald vigorously supported the American concession for the Canton-Hankow Railway. He counted it as a British victory, and he included half of it among British lines.

It is absurd to say that a third party can come in and upset the whole understanding by buying the shares at a premium or discount. The very clause allowing the Washburn-Carey syndicate to sell at all was inserted so that the sole American might be converted into an Anglo-American syndicate, and now it is being turned against ourselves! Five minutes' conversation between Lord Lansdowne and Mr. Choate would suffice to show that what is really a plot to extend the operations of the Russo-Chinese Bank through Central to Southern China can still be nipped in the bud. If we cannot do anything else we can obstruct the commencement of the line by vigorous diplomatic representations at Pekin, and thus, by borrowing the only characteristic of Chinese diplomacy that we have had any occasion to recognise thwart the plans of our rivals by imposing interminable delays to their execution.—*Daily Mail*.

**Consignees.**

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL,"  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by mark and delivery can be obtained as soon as the goods are landed.

From London, &c., ex S.S. Himalaya.  
From Calcutta, ex S.S. Japan.  
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 16th instant, at 4 P.M. will be subject to rent.

No fire insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,  
Superintendent,  
Hongkong, 9th April, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSUNG,"

having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after MONDAY, the 13th instant, at 4 P.M., will be landed at Consignee's risk and expense into Godowns at East Point.

No fire insurance will be effected.

Bills of lading will be countersigned by JARDINE, MATHESON & CO., General Managers, Hongkong, 11th April, 1903. [456]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SAGAMI" FROM NEW YORK.

CONSIGNEES of cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

A general average bond lying at the office of the Underwriters must be signed and a deposit paid before delivery of cargo can be obtained.

No fire insurance has been effected.

Bills of lading will be countersigned by DODD WELL & CO., LIMITED, Agents, Hongkong, 11th April, 1903. [458]

the concession for the Canton-Hankow line, has already parted with a considerable portion of its shares—at least, nominally—to the representatives of the King of the Belgians. It is said that 60 per cent. of the concession has been sold under certain conditions. Perhaps this is a slight exaggeration, and I have some reason to think that as yet the arrangement is more of the nature of a preliminary agreement than a definite bargain. There is no question that, so far as the letter of the concession goes, the American holders have the right to sell their shares; and it is no reflection on them to say that in the whole matter they have only thought of the business conditions and of making a profit. If they can secure the profit without the trouble of working for it, they are quite ready to clear out. That the transfer has not actually taken place is some evidence that the bargain is not completed, or perhaps that other machinations are on foot, with the object of making the Americans more willing to part on easier terms.

WHAT MAY YET BE DONE.

What is certain is that some American engineers who were to commence work on the line reached Hankow a few months ago, and that their proceedings have been so persistently obstructed, that up to the date of the latest news they had accomplished nothing. As everything is done in China on the order of Pekin alone, I think it is probable that the obstruction will continue until the Belgian staff on the Pe-Han line, having completed its work, comes down into Hankow ready to undertake the Lu-Han line as well. Any one who knows the implicit faith expressed by the Chinese Government in the Belgians, and the effusive manner in which it grants their requests will see nothing improbable in the statement that means will be found to induce the Americans to transfer at least the whole of the control of the projected line to the Belgians.

What can we do to stop this? The American syndicate can part with its shares, but it cannot override the political exigencies and safeguards that dictated the support given by diplomacy to all the railway concessions in 1898. Sir Claude MacDonald vigorously supported the American concession for the Canton-Hankow Railway. He counted it as a British victory, and he included half of it among British lines.

It is absurd to say that a third party can come in and upset the whole understanding by buying the shares at a premium or discount. The very clause allowing the Washburn-Carey syndicate to sell at all was inserted so that the sole American might be converted into an Anglo-American syndicate, and now it is being turned against ourselves! Five minutes' conversation between Lord Lansdowne and Mr. Choate would suffice to show that what is really a plot to extend the operations of the Russo-Chinese Bank through Central to Southern China can still be nipped in the bud. If we cannot do anything else we can obstruct the commencement of the line by vigorous diplomatic representations at Pekin, and thus, by borrowing the only characteristic of Chinese diplomacy that we have had any occasion to recognise thwart the plans of our rivals by imposing interminable delays to their execution.—*Daily Mail*.

**Consignees.**

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL,"  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by mark and delivery can be obtained as soon as the goods are landed.

From London, &c., ex S.S. Himalaya.  
From Calcutta, ex S.S. Japan.  
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 16th instant, at 4 P.M. will be subject to rent.

No fire insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,  
Superintendent,  
Hongkong, 9th April, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

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Cargo impeding the discharge or remaining on board after MONDAY, the 13th instant, at 4 P.M., will be landed at Consignee's risk and expense into Godowns at East Point.

No fire insurance will be effected.

Bills of lading will be countersigned by JARDINE, MATHESON & CO., General Managers, Hongkong, 11th April, 1903. [456]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SAGAMI" FROM NEW YORK.

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A general average bond lying at the office of the Underwriters must be signed and a deposit paid before delivery of cargo can be obtained.

No fire insurance has been effected.

Bills of lading will be countersigned by DODD WELL & CO., LIMITED, Agents, Hongkong, 11th April, 1903. [458]

**Intimation.**

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,  
HONGKONG.

CABLE ADDRESS.—*Telegraph*, Hongkong.

THE leading English Newspaper in China  
Also widely circulated in Japan, Cochinchina, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT:

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week.....	5 25
One month .....	7 20
Two months .....	13 00
Three " .....	20 00
Six " .....	37 50
Twelve " .....	73 00
No charge less than one dollar.	
Discount allowed on—	
3 Months Contracts.....	5 per cent.
6 " .....	10 "
12 " .....	25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages in each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBBING DEPARTMENT.

Job printing of all descriptions undertaken.

PROGRAMMES,

PAMPHLETS,

CARDS,

CIRCULARS,

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,  
HONGKONG TELEGRAPH CO., LTD.,  
1, ICE HOUSE ROAD,  
HONGKONG.

**Intimations.**

THE BRIGHT SIDE OF LIFE.

It is a feeling common to the majority of us that we do not get quite the amount of happiness we are entitled to. Among the countless things which tend to make us more or less miserable ill health takes first place. Hannah More said that sin was generally to be attributed to biliousness. No doubt a crippled liver with the resulting impure blood, is the cause of more mental gloom than any other single thing. A chronic dyspeptic, says an eminent English physician, is always on the verge of a mental upset. And who can reckon up the fearful aggregate of pain, loss and fear arising from many ailments and diseases which are familiar to mankind. Like a vast cloud it hangs over a multitude no one can number. You can see these people everywhere. For them life can scarcely be said to have any "bright side" at all. Hence the eagerness with which they search for relief and cure, remedies like

WAMPOLE'S PREPARATION

have not attained their high position in the confidence of the people by bald assertions and boasting advertisements. They are obliged to win it by doing actually what is claimed for them. That this remedy deserves its reputation is conceded. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, combined with the Comp. Syrup of Hypophosphites, Extracts of Malt and Wild Cherry. Nothing has such a record of success in Scrofula, Anemia, Nervous Debility, Influenza, Throat and Lung Troubles, and all emaciating complaints and disorders, that tend to undermine the foundations of strength and vigour. Its use helps to show life's brighter side. Dr. W. H. B. Aikins, of Canada, says: "I am pleased to state that the results from using it have been uniformly satisfactory." You can take it with the assurance of getting well. It is a preparation brought up-to-date and effective from the first dose. It never disappoints. At all chemists and A. S. Watson & Co., Limited.

PROPOSED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.

KAGOSHIMA MARU.....	KOBE and YOKOHAMA.....	THURSDAY, 16th April, at Daylight.
KINSHU MARU.....	KOBE .....	FRIDAY, 17th April, at 4 P.M.
F. L. Pyne .....	W. Bainbridge .....	SATURDAY, 18th April, at Daylight.
INABA MARU.....	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLONIO and PORT SAID.....	TUESDAY, 21st April, at 4 P.M.
J. Nagao .....	BOMBAY, via SINGAPORE and COLOMBO .....	TUESDAY, 21st April, at 4 P.M.
KAGA MARU*.....	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOREA and YOKOHAMA .....	TUESDAY, 21st April, at 4 P.M.
SADO MARU.....	KOBE and YOKOHAMA .....	FRIDAY, 24th April, at Daylight.
YAWATA MARU.....	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE .....	FRIDAY, 24th April, at 4 P.M.
HITACHI MARU .....	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLONIO and PORT SAID .....	SATURDAY, and May, at Daylight.

\* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sunyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 14th April, 1903.

**Mails.**

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.

KAGOSHIMA MARU.....	KOBE and YOKOHAMA.....	THURSDAY, 16th April, at Daylight.
KINSHU MARU.....	KOBE .....	FRIDAY, 17th April, at 4 P.M.
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For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 14th April, 1903.

**ORIENTAL STEAMSHIP COMPANY.**

PROPOSED SAILINGS FROM HONGKONG,  
VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE and YOKOHAMA, FOR VICTORIA, B.C., and TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1903.
Tacoma .....	2,812	A. Dixon .....	April 17
Hyades* .....	3,753	Geo. Wright .....	May 5
Shawmut* .....	9,666	W. M. Smith .....	May 21

Steamers marked (\*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to DODD WELL & CO., LIMITED, General Agents, Hongkong, 6th April, 1903. [874]

COMPAGNIE DES MESSAGERIES MARITIMES.</

## Intimations.

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

WINE &amp; SPIRIT MERCHANTS

## SCOTCH WHISKY.

WATSON'S

E CELEBRATED  
BLENDVERY OLD LIQUEUR  
SCOTCH WHISKY.

A blend of the finest WHISKIES distilled in SCOTLAND, of great age, very fine and mellow.

Pronounced by Connoisseurs to be the BEST BLEND in the FAR EAST.

Per Dozen \$16.50

The following are also recommended, and are unsurpassed in quality:

Per Doz.

A.—THORNE'S BLEND \$12.00

B.—GLENORCHY, MELLOW BLEND, a fine 'SODA' WHISKY of great age 12.00

C.—ABERLOUR-GLENLIVET 13.50

D.—H.K.D. BLEND OF THE FINEST OLD MALT SCOTCH WHISKIES 16.00

**MARRIAGES.**  
On the 14th instant, at St. John's Cathedral, by the Rev. F. T. Johnson, M.A., ERNEST GRANVILLE, only son of the late Edward Jordan, Esq., of Kent, England, to ETHEEN MAUD MARY, eldest daughter of H. T. Chunnett, merchant of Melbourne.

(Sydney and Melbourne papers please copy.)

On the 12th March, at Mienchou, Szechuan, ENRIK A. youngest son of Mr. P. G. Hamilton, Jersey, to IDA, youngest daughter of Mr. T. Mitchell, of Torquay, Devon, both of the Church Missionary Society.

On the 21st March, at H.B.M.'s Consulate and at St. John's Church, Hankow, by the Rev. A. M. Shearman, GEORGE W. DAVIDSON, Lieutenant, R.N., to WINIFRED J. CORWINNE LAMOND, of Shanghai.

On the 4th April, at St. Andrew's Cathedral, Singapore, by the Reverend Archdeacon Dunkerley, assisted by the Revd Holland Stubbs, HENRY LAKE COGHILL, Hon. Lieut. Singapore Volunteer Corps, son of the late Michael Coghlan of Ryde, Isle of Wight, to ROA EMILY, youngest daughter of the late Benjamin Smith of Chelmsford, Essex.

DEATH.

On the 4th instant at his residence, Oxley Road, Singapore, Capt. JOHANN TUTERIN, at the age of 73 years through failure of the heart. For twenty-five years a partner in the firm of Messrs. Hummer & Co.

The *Hongkong Telegraph*

HONGKONG, TUESDAY, APRIL 14, 1903.

THE HISTORY OF THE COLONY.

During the week ended the 11th inst. the number of cases of communicable disease notified as having occurred in Hongkong was 27, 25 of which were bubonic plague and two small-pox. This seems to indicate a general improvement in the health of the Colony, and although plague figures are much higher than they were this time last year we may look forward with confidence to a diminution as soon as the damp and muggy days preceding summer are past. From the return of plague cases for the week just ended, it appears that during that period there were 23 cases with 20 deaths amongst Chinese, and two fatal cases in the Indian community. Since the beginning of the year the plague has attacked one European, who succumbed to the disease, 211 Chinese, of whom 203 died, and four other Asiatics, who did not recover. Thus the total number of cases from January 1st to April 11th is 216, 208 of which proved fatal.

MR. A. Mackie, Chief Inspector of Police, Mrs., and Master Mackie leave for home in the P. & O. s.s. *Java* to-morrow. This popular chief has been a good servant to Hongkong for 32 years. May others follow in his footsteps.H. M. S. *Rambler* is expected here on or about the 17th inst. to dock. H. M. S. *Brilliant* will probably leave this on or about 20th inst. for Weihaiwei, and H. M. ships *Rinaldo* and *Thetis* are expected here on 19th and 20th inst. respectively, to undergo repairs.

Should you desire anything in the photographic line, you will be promptly served at C. E. LeMunyon's New Store, No. 31 Des Voeux Road, Central.—Adv.

RETURN OF VISITORS TO THE CITY HALL LIBRARY AND MUSEUM FOR THE WEEK ENDING 12TH APRIL, 1903.—

Library Museum

Non-Chinese..... 252 49

Chinese ..... 70 2,382

Total ..... 322 2,431

INFORMATION was recently received at the head quarters of the Hongkong Detective Office that a gang of burglars was nesting in Second St. Inspector T. H. Gidley despatched Sergeant Kerr and a Chinese constable to the locality, with the result that six men and two women were arrested. Some of the articles seized have already been recognised by complainants, but the case is remanded for further evidence.

THE HEAVIEST snowfalls of the present winter were reported from parts of England on the 11th ult. Rain and hail fell everywhere in Great Britain and Ireland, accompanied by gales, causing floods and great damage between Londonderry and Coleraine. Havoc was caused by the breaking of the sea wall. Thousands of acres of farm lands were submerged, and hundreds of families fled from ruined houses. In the north-east part of Warwickshire several villages were inundated and cut off from communication with the neighbouring towns.

ACCORDING to a telegram to the Manila *Cablenews*, tremendous sensation has been created in Europe and America by the publication of apparently authoritative statements that King Alfonso of Spain is in an unsound mental condition. The reports even go so far as to state that the King is positively insane, and support the statement by the relation of various queer actions during the past few months. The correspondent claims to have had intimations from a court physician that such is the case. The report is indignantly denied by the Spanish court, but is supported by the Republicans. Several challenges have already been passed on account of the controversy.

A PEKING dispatch states that there are many things, on which the Throne will like to consult with Chang Chih Tung as soon as he arrives at Peking. The following are the most important—

(1) The indemnity question and to request the U. S. Government to consult with the Powers on the subject.

(2) Measures to preserve the stability of silver.

(3) To preserve the privilege of railways from passing entirely into the hands of foreign nations.

(4) The question of inland navigation and free access to the interior, and how to prevent complications.

(5) How to handle the students in Japan and other foreign countries.

(6) The expansion of the Wuchang Military School and the establishment of another one on still larger scale.

(7) The reorganization of the Peiping Squadrons.

Bring your pictures to LeMunyon's to be framed. He has the very latest patterns in picture moulding, and is sure to please you.—Adv.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

the previous year. With a total tonnage entries, and clearances of 53,900,000, which is increasing year by year, it is inevitable that something must shortly be done to ensure doubly safe the lives of those navigating valuable ships and cargoes on a sea dotted with small craft moving about without practically any thought being given for their own safety, or, as a matter of fact, for the safety of anyone else.

## LOCAL AND GENERAL.

On the third page is printed the "Story of the Chinese Railway Concessions."

Never pass LeMunyon's New Store without stepping in. It always has something to please you.—Adv.

It is rumoured in Japan that Sir Henry, Lady, and Miss Blake intend visiting the Osaka Exhibition.

THE *Kinsan* is leaving on her maiden voyage for Canton to-morrow, and we feel certain that a most enjoyable and successful trip will result.

THE two British destroyers that H. M. S. *Amphitrite* is to tow from Honolulu to Hongkong are the *Sparrowhawk* and *Virago*, of 360 tons each.

MR. W. A. Pinkerton, one of the principals of Pinkerton's International Detective Agency, is staying at the Hongkong Hotel.

THE O. S. K.'s monthly steam ship service between Kobe and Tsingtao, via Mtji and Nagasaki, receives a subsidy from the German authorities of Y10,000 per annum.

MR. A. Mackie, Chief Inspector of Police, Mrs., and Master Mackie leave for home in the P. & O. s.s. *Java* to-morrow. This popular chief has been a good servant to Hongkong for 32 years. May others follow in his footsteps.

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After the ceremony, the happy couple, accompanied by the bride's mother, brothers, relatives and friends, had their photographs taken by Mr. Le Munyon at the Volunteer Head Quarters ground, and then adjourned to No. 38, Caine Road, the bride's residence, where the health of the bride and bridegroom was drunk. Mr. and Mrs. Jordon left for Canton per the s.s. *Powtan* to-night, where, after a few days' ramble, they proceed to Wuchow and Macao.

Mr. Jennings: I say, Mr. Cornwall; how does that numbering machine, which you recently brought from LeMunyon, work?

Mr. Cornwall: First class, Sir; I do not know how I got along without one so long.—Adv.

Sergeant Davies

AGGREGATE.

200 500 600 700 800

J. Andrews ..... 23 29 26

A. N. Bisset, R.N. ..... 27 26 27

F. E. Penning ..... 23 25 30

ALL COMPS. 200 YDS.

R. Lapsley ..... 23

Sergt. Davies ..... 25

Naik Deskar ..... 25

500 Yds.

Sergt. Davies

Salabard Krishraji

J. Marshall }

Jemedar Imawn }

600 YDS.

Sergt. Griffiths ..... 25

J. Parker ..... 24

700 YDS.

Eight scored the same total of 25

800 YDS.

R. Lapsley }

J. Marshall }

25

A. J. Pullen ..... 24

AGGREGATE.

200 500 600 700 800

J. Marshall ..... 24 25 24 25 25

Sabadar Shinde ..... 24 25 24 25 24

J. Parkes ..... 24 25 24 25 24

R. Lapsley ..... 25 24 23 24 25

Sergt. Davies ..... 25 25 22 25 24

LADIES NOMINATION. 300 yards.

Mrs. Marshall nom. J. Marshall ..... 33

" Power ..... Col. Sergt. Cross ..... 33

" R. Stewart ..... R. Stewart ..... 31

Miss Logan ..... R. Lapsley ..... 31

Mrs. Pullen ..... A. J. Pullen ..... 30

Miss Austin ..... Sgt. Thornhill ..... 30

Mrs. Andrew ..... J. Andrew ..... 29

" McLay ..... S. J. Chase ..... 29

" Stackwood ..... W. Stackwood ..... 28

LADIES, 200 YDS.

Mrs. Leigh ..... 25

" Baker Brown ..... 24

" Gray ..... 22

Miss Gray ..... 19

Mrs. Tudor ..... 16

" Bryan ..... 16

CONSOLATION, 200 YDS.

Sergt. Thornhill ..... 23

PRESENTATION TO CHIEF INSPECTOR MACKIE

THIS AFTERNOON.

A very representative gathering of members of the Hongkong Police Force assembled in the compound of the Central Police Station this afternoon, for the purpose of making a presentation to Chief Inspector A. Mackie, who goes home to-morrow on a well-earned pension after faithful service in the Colony during a period of 31 years. Among those present were Mr. F. A. Hazeland, Mr. J. H. Kemp, Capt. Lyons, Mr. C. A. D. Melbourne, Inspectors Baker, Gould, Warner, Ford, Robertson, Gidley and Macdonald together with the hero of the Force, Mr. A. Mackie. The presents were a gold hunter watch and a tea service, bearing the following inscription:—"Presented by the European members of the Hongkong Police and the Magistrates to Chief Inspector A. Mackie on his retirement from the Force, 15th April, 1903." Then there was a silver mounted ebony walking stick, presented by the European Police to Mr. Mackie, and a silver mounted walking stick and gold scarf pin for Master Willie which the Europeans had also kindly presented. A silver tea kettle and lamp bore the following inscription:—"Presented to Mr. A. Mackie, Chief Inspector of the Hongkong Police, by the members of the Indian Contingent as a token of their esteem on the occasion of his retirement from the Force on the 15th April, 1903." In making the presentations Capt. Lyons, the Acting Captain Superintendent of the Force, said he need not give a history of Mr. Mackie's career in Hongkong as it was already well-known to most of them; but such a long record of service in the Police was, he supposed, unknown. It was with very great regret that they had to say "good-bye" to him, and although such things would happen, it was satisfactory to know that Mr. Mackie could retire in the prime of life on a good pension. The tea service, he asked their late Chief Inspector to give to Mrs. Mackie, while the watch, kettle and stick

MAILED DUE

American (Coptic) To-morrow.

German (Bayern) 16th inst.

Indian (Gregory Apur) 17th inst.

French (Caledonian) 19th inst.

American (America Maru) 23rd inst.

Indian (Sultana) 25th inst.

American (Korea) 2nd pm.

The P. & S. S. Co.'s steamer *Coptic* with mails, &c., left Shanghai for this port this morning at 10 o'clock, and is due here about noon to-morrow.The M. M. Co.'s steamer *Caledonian*, with the next French Mail, left Singapore via Saigon, the 12th inst., at 5 p.m. for this port.The N. Y. K. Co.'s steamer *Hiroshima Maru* (Bombay Line) left Kobe via Malacca on the 13th inst., p.m., and is expected to arrive here on the 16th inst.The P. & A. S. S. Co.'s steamer *Indrapura* left Portland, Oregon, U.S.A., port of Yokohama, Kobe and Nanking, on Saturday, 11th April, and may be expected here on or about 11th May.

## TELEGRAMS.

(Reuter's.)

LONDON, 13th April.

**The Strike in Holland.**  
The First Chamber of the States General at an urgent sitting has passed the anti-strike law which has been sanctioned by the Queen and comes into force immediately.

**Illegal Combinations in the United States.**

The United States Court of Appeal has recently decided that the amalgamation of the Northern Pacific and Great Northern railways is an illegal combination; this decision is a great victory for President Roosevelt, who initiated the suit, and completing the estrangement of the great capitalists of his party, is likely to have important political and commercial results.

12th April.

**Algeria.**

**Resignation of Governor-General.**  
The sudden resignation of M. Revol, Governor-General of Algeria, on the eve of President Loubet's visit, has caused embarrassment, though the arrangements for the visit are not thereby modified.

**The America Cup Defender.**

The America Cup defender *Reliance* has been launched. She has more beam, and is more skimming-dish in shape than any previous defender Herreshoff has built.

(N.C.D. News.)

**The London Education Bill.**

London, 8th April.  
Sir William R. Anson, Bart., M.P. (Unionist, Oxford Univ.), Parliamentary Secretary to the Board of Education, has introduced in the Commons a Bill abolishing the London School Board, and making the County Council the supreme educational authority.

Sir Henry Campbell-Bannerman, the Liberal leader, strongly opposed the measure, and there is a prospect of the renewal of last year's Education struggle.

**The Japanese Commercial Treaty with China.**

Tokio, 9th April.

The negotiations between China and Japan for a revised commercial treaty are virtually concluded. Only two or three points await fuller discussion, notably the like-in question.

**Japanese and the Evacuation of Manchuria.**

Tokio, 9th April.

The excitement is growing among a section of the Japanese public because of the illusory character of the Russian evacuation of Manchuria. Two non-political Parties met at Tokio on the 8th instant, and passed a resolution praying the British and Japanese Governments to urge China to insist on the restoration of the reality of the executive power in Manchuria, and open the three provinces to foreign trade.

A Professor at the Tokio University addressed the meeting in Chauvinist strain, declaring that nothing was capable of converting the evacuation into a practical fact except war, for which Japan is fully prepared, it being a vital necessity for her to keep Manchuria accessible to her rapidly-increasing surplus population.

The agitation is still not serious.

**International Courtesies.**

London, 9th April.

Four battleships from the British Channel squadron have been ordered to Algiers to salute President Loubet on the occasion of his visit to that colony on the 14th inst.

**The Labour Troubles in Russia.**  
Berlin telegrams report strikes at Nijni Novgorod, followed by serious riots, the artillery firing on the mobs, with 130 casualties in a single engagement.

**The Strike in Holland.**

London, 10th April.

There is no improvement in the situation in Holland, where a general strike has been proclaimed.

**CANTON NOTES.**

(From Our Correspondent.)

CANTON, 13th April.

PIRACIES.  
The British launch *Wing Chun* was pirated near the north-west of the City on Thursday. Two soldiers were killed and several civilians wounded. This morning at 4.30 the *Kung Wha* was pirated and four men killed. It seems exceedingly strange that nothing is heard about the gunboats. Piracy after piracy is reported, and they continue riding anchorage of Shamian.

**THE EXPLOSION.**

Some of the powder which did not explode on Friday is now being removed from the East Gate austral to the one at the North Gate. One would have thought the recent disaster would tend to make the coolies more careful in the manner in which they go to work, but instead, of any change they continue handling the powder as though it were dry fish and smoke and throw matches about without any thought of the nature of the material around them. No account has been taken of the number killed and wounded by the explosion. The exact number will probably never be known, and where so many are concerned, one can only give the total in round numbers.

**THE NEW PORTS.**

I understand that a record in the passenger traffic on the West River has been established since the opening of the new ports.

**A SK for ASAHI JAPANESE BEER.**  
G. Gurnett.

**EXPORT OF CATTLE FROM HONGKONG.**

Week after week Hongkong receives and exports cattle to Manila, and contrary to what would be imagined, they are welcome passengers aboard ship inasmuch as the Chief Officer receives a substantial *cumshu* if they are delivered to the consignee in a creditable condition. Comparatively few of the cattle are reared in the pasturelands of the New Territory, but arrive here from the banks of the Canton and West Rivers. Hongkong's business with this meat supply for the Manila Yank, and his "little brown brother" is confined to transhipping, and making a "squeeze." It has been fairly demonstrated after trial that our Northern River competitors at Shanghai are not favourably situated for contest.

**YANISZE INSURANCE ASSOCIATION, LIMITED.**

At the thirteenth ordinary general meeting of the shareholders of this Company to be held on April 21st, the report of the Mr. W. S. Jackson will show the working account for 1901 and former years. This account shows a credit balance of \$168,884 against \$160,217.97 on the 31st December, 1901. The directors recommend the payment of a dividend to shareholders of 20 per cent out of this account and the transfer of \$20,223 11 to the credit of reserve fund. The account will then stand as follows:—

Dividend of 20 per cent. (= \$12 per share) .....	\$ 96,000.00
To reserve fund .....	20,223.11
Balance to be carried forward .....	5,865.49
	\$168,884.60

The dividend will be paid in taels at exchange 73. \$12 @ exc. 73=taels 8.76 per share.

**THE CHINESE ENGINEERING AND MINING CO., LTD.**

It is a very important question, both for the shareholders in the Chinese Engineering and Mining Co., Ltd., and for all other mining companies in which foreigners are or may be interested in China, whether the agitation now being carried on by a combined committee of Chinese and foreign shareholders in the above-named company should be dropped. It must be remembered that this company is practically fighting the battle of foreign mining enterprises in China; if it fails, from internal dissensions or from the pressure of the Chinese Government, the failure will be a serious blow to all foreign enterprise.

In connection with the above the N.C.D. News points out that the following facts should be noted:—

1.—The Belgian Mining Engineer-in-chief is now on his way to Europe having been superseded in November last by Mr. Wilson.

2.—The whole of the staff at Tongshan are now British.

3.—Only four Belgian miners are now in the Company's employ and they are concentrated in the minor shafts at Linsi and N.W. shaft.

4.—The internal administration of the Company has been reorganized. All accounts and payments are centralized in the head office.

5.—No payments are made unless personally sanctioned by the General Manager.

6.—The business of the Company is being conducted on the lines of a commercial firm.

7.—No staff is being sent out from Europe by the Board.

8.—No material or plant is being sent out unless specially indented for.

9.—The Board are not endeavouring to control the working of the Company from Europe.

10.—The Company, though owning a very large coal field, is prevented by Chang Yen-mao as Director-general of Mines from boring and sinking new shafts. This is crippling the operations of the Company and prevents it getting new good coal to supplement the worked-out old pits at Tingshan.

11.—The Company has not been given possession of any of the land it owns at Chin-wangtung.

12.—Various lands have not yet been handed over to the Company.

13.—One of its steamers still sails under the Chinese flag as it has not yet been formally handed over to the Company.

**HEMP EXPORTS ARE DUTIABLE.**

Collector Shuster has rendered a decision in the matter of a protest by Messrs Warner, Barnes & Co., who complained against an export duty assessed on a cargo of hemp shipped direct to the United States.

The amount of the assessment reaches the sum of \$12,622.50, and the protest has been overruled and denied. The decision of the collector is creating much comment among the exporters in Manila.

Warner, Barnes & Co. base their protest on the ground that export duties upon Philippine products shipped direct to the United States for consumption therein, which enter the United States free of import duty, have been abolished by law and that the Manila hemp in this particular shipment falls under this category.

Section 2, of an Act of Congress, approved March 8, 1902, contains the following clause or words: "But all articles, the growth and products of the Philippine Islands admitted into the port of the United States free of duty and coming directly from said Islands to the United States for use and consumption therein, shall be hereafter exempt from any export duties imposed in the Philippine Islands." Collector Shuster based his decision on a clear study of this law. He finds that in order to obtain exemption from export duty granted to Philippine products sent to the United States, it is necessary that the products shall have fulfilled certain conditions which, in the very nature of things, could only exist subsequent to the exportation.

Hemp (in a certain form) is on the free list, but the collector states that his office is not authorized to "admit" it free of duty into the United States nor to determine its non-dutyability on its exportation from these Islands. To grant exemption from export duty here on the assumption that a given shipment would be admitted free into the United States would not be justified either by law or sound business policy. —*Manila Times.*

**THE NEW PORTS.**  
I understand that a record in the passenger traffic on the West River has been established since the opening of the new ports.

**A SK for ASAHI JAPANESE BEER.**  
G. Gurnett.

**Commercial.****TODAY'S INTELLIGENCE.**

Market opened rather firm after the long spell of the Easter holidays. HONGKONG FIRES have been sold at \$30 and there are small buyers at this rate. CHINAS are offering at \$8. INDOS are quoted \$10 buyers. Star Ferries are showing an improvement and are wanted at \$24 and \$15 for Old and New, respectively. CHINA SUGARS have slightly advanced to \$10.50 with buyers. RAUHS have been sold at \$7.50 and have further buyers. There is a reported big undertaking for the DOCK Co. and shares are accordingly required for at \$116 without shares being forthcoming. HONGKONG LANDS are offering in small lots at \$7.50. HONGKONG HOTELS had sales at \$145.50, and HONGKONG COTTONS at \$16. ICES are wanted at \$23.50. CHINA PROVISIONS continue on offer at \$9.50 without inducing buyers.

**THE PUNJOM MINING CO., LTD.**

The Secretary of the above Company advised us that he has received telegram from the mines giving the result of preliminary crushing of ore from Swah up to the 9th inst., which gave a yield of 64 ounces of melted gold for 115 tons of ore, equivalent of 11 dwt. 3 grains per ton. Value 1 at \$6,600.

**HEMP.**

Messrs. Warner, Barnes & Company, Ltd., in their weekly circular, dated Manila, 31st March, state:—"Since our last issue, the market has ruled very weak with declining tendency, and values have dropped \$2 per picul in the interval. Dealers have found it impossible to dispose of their accumulated stocks at anything near their first cost and contemplate putting a portion afloat. Demand in consuming markets has abated and this, added to free receipts, has the effect of forcing prices down. We quote fair current with sellers and no buyers at \$19.50 per picul first cost, equal to exchange 1/7 13/16 to £30.

**SUGARS.**

Writing under date, Manila 3rd ult., Messrs. Warner, Barnes & Co., state—Iloilo: "Although shortly after the issue of our last circular, some parcels of No. 1 changed hands at \$6.62 per picul, market has been steadily going down ever since, and to-day we quote \$5 per picul for usual assortments, equal to 1/7 13/16 exchange to £7.30 per ton f.o.b. with sellers and no buyers. No doubt, with actual business before them, dealers would let go at a reduction from this price."

**RICE.**

In their report from Manila, dated March 31st, Messrs. Warner, Barnes & Co. write:—"Owing to very light stocks in the market, prices have ruled higher since our last and Saigon having been sold at \$7.25 per picul f.o.b. The provincial demand is, however, very limited yet, but expected to improve soon. Saigon market continues very steady, and it is possible that the expected decline during next two months may not be realized to the full extent, as the estimated crop shortages in producing markets may then be felt."

**EXCHANGE.**

ON LONDON, Telegraphic Transfer ... 1/7 5/16  
" Bank Bills, on demand ..... 1/7 1/2  
" 4 months' sight ..... 1/7 11/16  
" 12 months' sight ..... 1/7 13/16

ON BERLIN, (demand) ..... M. 1.65  
ON PARIS, Bank Bills, on demand ..... 2.03  
" Credits, 4 months' sight ..... 2.07  
" Credit, 30 days' sight ..... 3.9  
ON NEW YORK, Bank Bills, on demand ..... 1.21  
" On demand ..... 1.21

ON SHANGHAI, Telegraphic Transfer ..... 73  
" Private 30 days' sight ..... nom.

ON YOKOHAMA, T.T. ..... 79  
" Sovereigns, Bank's Buying Rate ..... \$12.24  
Gold Leaf too touch, per tael ..... 63.9  
Bar Silver ..... 22 13/16

**OPIUM QUOTATIONS.**

To-day's quotations are as follows:—

Per chest
MALWA NEW ..... @ \$ 960/980
" LAST YEAR ..... @ 1,000/1,020
" OLDEST ..... @ 1,060/1,110
PATNA NEW ..... @ 1,050
BENARES NEW ..... @ 1,040
PERSIAN (PAPER) ..... @ 700/750

For Freight or Passage apply to

DOUGLAS LAFRAIK & CO.,  
General Managers.

Hongkong, 14th April, 1903. [466e]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship

**THALES.**

Captain Robson, will be despatched for the above Ports, on FRIDAY, the 17th instant, at 11 A.M.

For Freight or Passage apply to

DOUGLAS LAFRAIK & CO.,  
General Managers.

Hongkong, 14th April, 1903. [467e]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

**"AUSTRALIAN."**

Captain Helm, will be despatched for the above Ports, on WEDNESDAY, the 6th May, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 14th April, 1903. [468e]

**To-day's Advertisements.****THEATRE ROYAL,  
CITY HALL.**

Lessees and Proprietors { Mr. C. A. POLLARD.  
Mrs. N. CHESTER.

**POLLARD'S  
LILLIPUTIAN  
OPERA COMPANY.**

TO-NIGHT and TO-MORROW NIGHT  
(TUESDAY) and WEDNESDAY,  
"BELLE OF NEW YORK."

THURSDAY and FRIDAY,  
"LA MA-COTTE."

## Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LTD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.  
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

## OUTWARDS.

FROM	STEAMERS	STEAMERS	STEAMERS	DUE
GLASGOW and LIVERPOOL	"KEEMUN"			On 17th April.
GLASGOW and LIVERPOOL	"PATROCLUS"			On 24th April.
GLASGOW and LIVERPOOL	"CALCAS"			On 30th April.
GLASGOW and LIVERPOOL	"HYSON"			On 9th May.
GLASGOW and LIVERPOOL	"AJAX"			On 18th May.
GLASGOW and LIVERPOOL	"ANTENOR"			On 25th May.
GLASGOW and LIVERPOOL	"PELEUS"			On 1st June.

S.S. "KEEMUN" left Singapore 12th instant a.m., and is due here 17th instant.

## HOMEWARDS.

FOR	STEAMERS	STEAMERS	STEAMERS	TO SAIL
LIVERPOOL and MARSEILLES	"PING SUEY"			On 18th April.
MARSEILLES and LONDON	"DEUCALION"			On 28th April.
MARSEILLES, L'DON & ANTWERP	"JASON"			On 12th May.
LIVEPOOL and GENOVA	"AGAMEMNON"			On 17th May.
MARSEILLES and ANTWERP	"TANTALUS"			On 21st May.
LONDON	"PATROCLUS"			On 26th May.
LONDON	"HYSON"			On 9th June.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	STEAMERS	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS	"KEEMUN"			On 18th April.
NAGASAKI, KOBE and YOKOHAMA	"AJAX"			On 20th May.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 14th April, 1903.

[8]

## CHINA NAVIGATION CO., LIMITED.

## FOR

	STEAMERS.	TO SAIL
HANGCHOW	15th instant.	
KWEILYANG	16th "	
KIUKIANG	17th "	
TAIYUAN	21st "	
TSINAN	26th "	

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

\$ See Special Advertisement.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 14th April, 1903.

[7]

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	Saturday, 18th April, at 10 A.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	Saturday, 25th April, at 10 A.M.
PERLA	1980	J. McGinty	MANILA (via AMOY)	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 11th April, 1903.

[1208d]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

## FOR PORTLAND OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRAVELLI"	4,899	W. E. Craven	April 20, 1903.
"INDRAPURA"	4,899	A. E. Hollingsworth	May 14, "
"INDRASAMHA"	5,197	R. P. Craven	June 14, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

[1266c]

OSAKA SHOSEN KAISHA.

## PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR ANPING*	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 15th April.
FOR TAMSWI*	"DAIGI MARU"	T. W. Groves	SUNDAY, 19th April.
FOR FOOCHOW*	"ANPING MARU"	J. Goto	WEDNESDAY, 22nd April.
FOR TAMSWI*	"DAIJIN MARU"	T. Ogata	SUNDAY, 26th April.

\* via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mats, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamswi to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further Information, apply at the Co.'s Local Branch Office, at No. 2, Des Vaux Road Central.

T. ARIMA, Manager.

Hongkong, 6th April, 1903.

## Shipping.

## STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA,  
REDUCED SALOON PAS-  
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 10th January, 1903.

[35e]

## STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW".

1,474 Tons, Captain Walker, leaves HONG KONG for CANTON at 5.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

Hongkong, 14th March, 1903.

[32e]

## FRENCH MAIL

Twin Screw S.S. "SAN CHEUNG".

951 Tons, Captain Murphy, leaves HONG KONG for CANTON at 5.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare \$3 Single Journey.

Meals \$1 each.

The Company's Wharf is East of the Hongkong Harbour Master's Office, and West of Canton Boat Co.'s Wharf.

CHEUNG ON S.S. CO., LTD.

Hongkong, 17th January, 1903.

[70e]

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER HAMBURG-AMERIKALINIE

LLOYD.

THE Steamship

"SAVOIA".

Captain Deinat, will be despatched for the above Ports TO-MORROW, the 15th instant, at Noon.

This Steamer has Superior Accommodation for First Class Passengers and carries a Doctor.

For Freight or Passage, apply to

HAMBURG-AMERIKALINIE

Hongkong Office.

Hongkong, 14th April, 1903.

[42e]

## STEAM FOR SHANGHAI, NAGASAKI, HIODO AND YOKOHAMA.

THE Imperial German Mail Steamship

"BAVERN".

of the NORDDEUTSCHER LLOYD, Captain H. Blecker, due here with the outward German Mail about THURSD

## SHIPPING REPORTS.

Capt. Barr, of the S.S. *Glaucus* from Yoko-hama, reports:—Strong wind and thick hazy weather.

Capt. Rodger, of the S.S. *Zefiro* from Manila, reports:—Light variable winds, moderate N.E. swell.

Capt. Spiesen, of the S.S. *Verona* from Moji, reports:—Till Turnabout foggy weather, thence strong N.E. monsoon till Lammock Island, and fine weather.

Capt. Gibson, of the S.S. *Hallowong* from Tamsui, etc., reports:—Thick fog in Formosa Channel, fresh N.E. gale South of Amoy, hazy weather but fine to port.

Capt. Wei, all, of the S.S. *Loongsang* from Manila, reports:—Light N.E. winds, weather fine. Passed French barque painted gray lat. 15° 52' N., lon. 119° 2' E.

## SHIPS PASSED THE CANAL.

Outward—24th March—*Malacca*, *Bayern*, *Denbighshire*, *Wurzburg*, 27th March—*Tiberghien*, *Berney*, *Goodwin Siltavia*, 31st March—*Calchus*, *Gibraltar*, 3rd April—*Pyrhus*, 7th April—*Romby*, *Ilakata Maru*, *Strassburg*, 9th April—*Glenlyle*, *Kawachi Maru*, *Ijss* n., *Austria*. Homeward—20th March—*Tantalus*, 27th March—*Glenarling*, *Sado Maru*, 3rd April—*Suevia*, 7th April—*Banca*, *Dardanus*, 9th April—Dioned. Arrivals at Home—3rd April—*Manuel Laguna*, 6th April—*Ceylon*, 7th April—*Annam*, 9th April—*Wurzburg Preussen*.

## CHINA COAST METEOROLOGICAL REGISTER.

April 13th, 1903, a.m.

Wladivostock	7 a.m.	—	—	—	—	—
Nemuro	6 a.m.	30.35	—	W	4	—
Hakodate	—	30.44	—	O	0	—
Tokio	—	30.01	—	NW	2	—
Kochi	—	30.12	E	4	6	—
Nagasaki	—	30.31	SE	6	6	—
Kagoshima	—	30.31	NW	6	6	—
Oshima	—	30.26	SE	4	6	—
Naha	—	30.09	E	6	6	—
Ishigakijima	—	30.01	E	2	6	—
Taihoku	5 a.m.	30.01	—	O	0	—
Taichu	—	30.00	N	2	2	—
Tainan	—	30.00	N	2	2	—
Koshun	—	29.99	E	6	6	—
Pescadores	—	30.00	NE	4	6	—
Walshawi	9 a.m.	—	—	—	—	—
Gutzaaff	—	—	—	—	—	—
Sharp Peak.	—	31.13	64	95	ES	1
Amoy	6.30 a.m.	30.85	65	89	SE	1
Swatow	9 a.m.	30.07	70	N	1	on
Canton	—	—	—	—	—	—
Hongkong	10 a.m.	30.05	71	90	E	2
Victoria Peak	—	—	—	—	SE	5
Gas Rock	—	30.03	—	ENR	4	0
Macao	—	30.03	74	—	ESE	3
Haiphong	—	—	—	—	—	—
Manila	—	29.95	88	43	E	3
Malate	9 a.m.	—	—	—	NE	1
Bacolod	—	—	—	—	N	2
Hollo	—	29.97	83	—	O	0
Cebu	—	29.96	83	N	2	c
C. St. James.	10 a.m.	—	—	—	—	—

## YESTERDAY.

WEATHER REPORT.	
On date at	On date at
10 a.m.	4 p.m.
B. Barometer	30.02
Temperature	69
Humidity	81
Rainfall	0.06

## HONGKONG AVERAGE MARKET PRICES.

Corrected to Friday, 27th March, 1903.  
At 100 cents per Dollar Mexican.

## BUTCHER MEAT

Cents.

Beef Sirloin & prime cut—Mei Lung Pa	16
" Corned—Ham Ngau Yuk	17
" Roast—Shiu	16
" Soup, Tong Yuk	12
" Steak—Ngau Yuk Pa	16
" Sausages—Ngau Yuk Chaung	15
Bullock's Brain—Know, per set	7
Tongue fresh—Ngau Li, each	45
" " corned—Ham Ngau Li	10
Head—Ngau Tau	8
Hump, Salt—Ngau Kin	12
Feet—Ngau Kerk	6
Kidneys—Ngau Yiu	11
Tail—Ngau Mei	16
Liver—Ngau Con	6
Tripe (undressed)—Ngau To	6
Calves' Head and Feet—Ngau chal-tau-koek	set
Mutton Chop—Yeung Pai Kwan	75
" Leg—Yeung Pai	23
" Shoulder—Yeung Shau	20
Pigs' Chittlings—Chu cheong	7
Feet—Chi Kook	12
Heart—Chi Chak	12
Head—Chi Tau	14
Heart—Chi Sum	9
Kidneys—Chi Yiu	pair
Liver—Chi Kon	18
Pork, Chop—Chi Pai Kwan	18
" Corned—Ham Chau Yuk	18
" Leg—Chi Pai	18
" Tail or Lard—Chi Yau	15
Sheep's Head and Feet—Yeung Tau	set
" " Keok	50
Heart—Yeung Sum	each
Kidneys—Yeung Yiu	6
Liver—Young Con	18
Sucking Pigs, To Order—Chi Chai	16
Suet—Beef—Sang Ngau Yau	18
Mutton—Sang Ngau Yau	22
Veal—Mutton—Sang Young Yau	16
Sausages—Ngau Chai Yuk Tong	15
POULTRY.	
Chicken—Kai Choi	16
Capon, Large, Small—Sin Kai	16
Ducks—Ap	each
Doves—Pan Kau	each
Eggs, Hen—Kai Tan	per dozen
Fowls, Canton—Kai	16
" Halouan—Hoi Nan Kai	16
Geeso—Ngo	each
Geeso, Wild Shanghai—Sheung Hol Yo	16
Musk Deer—Wong Kong	each
Hare—Tu Chai	each
Partridge—Chi Kho	16
Quassat—Shan Kai	16
ROBERT G. MCLEWEN, Inspector in charge of Markets.	

Pigeons, Canton—Pak Kup	each
" Hoibow—Hoibow Pak Kup	—
" Quail—Um-Chun	dozen
" Rice Birds—Wo Fu Clicuk	each
" Snipe—Sa Chui	each
" Turkey, Cock—Fa Kai Kung	each
" Hen—Na	each
" Wild Ducks, Shanghai, Sub-ap	pair
" Teal, Shanghai, Sub Ap Chai	each
" Wild Ducks Canton—Sang Shing Sui	Apca
" " per pair	\$1.00
FISH.	
Barbel—Ka Yu	b
Bream—Bin Yu	b
Canton Fresh Water Fish—Hoi Sin Yu	b
Carp—Li Yu	b
Catfish—Chik Yu	b
Codfish—Mun Yu	b
Cuttle Fish—Muk Yu	b
Dab—Sa Mang Yu	b
Dace—Wong Mei Lun	b
Dog Fish—Tu Tsu	b
Eels, Congor—Hai Man	b
" Fresh water—Tam Sui Yu	b
" Yellow—Wong Sin	b
Frogs—Tien Kai	b
Garoupa—Sek Pan	b
Gudgeon—Fak Kup Yu	b
Herrings—Iso Pak	b
Halibut—Cheung Kwan Yu	b
Labrus—Wong Fa Yu	b
Leach—Wu Yu	b
Lobsters—Lung Ha	b
Mackerel—Chi Yu	b
Monk Fish—Mon Yu	b
Mullet—Chi Yu	b
Oysters—Sang Hoo	b
Parrotfish—Kai Kung Yu	b
Perch—Tau Loo	b
Pike—Fa Paw Poeng	b
Plaice—Pan Yu	b
Pomfret, Black—Hak Chong	b
Pomfret, White—Pak Chong	b
Prawns—Ming Ha	b
Ray—Pei Pa Sa	b
Rock Fish—Sek Kau Kung	b
Roach—Chun Yu	b
Salmon, (Cton), fresh water—Ma Yau Yu	b
Shark—Sa Yu	b
Skate—Po Yu	b
Shrimps—Ha	b
Snapper—Lap Yu	b
Soles—Tai Sa Yu	b
Tench—Wu Yu	b
Turbot—Cho How Yu	b
Turtles, small, fresh water—Keok Yu	b
White Bait—Ngan Yu Choi	b
FRUITS.	
Almond—Hung Yan	b
Apples, (California)—Kam San Ping Ko	b
" (Chefoo)—Tin Chun Ping Ko	b
" Small—Hoi Tong	b
" Custard—Fan Lai Chi	each
Bananas, fragrant, Canton—Sang Sheng Heung Chi	b
" (brides), Macao—San Heung Chiu	b
Chestnuts, Chinese—Foong Lut	b
Carambola—Yeung Tou	b
Coconuts—Yeh Tsu	each
Grapes—Sin Tai Tsu	b
Lemons, China—Ning Moong	b
Lichees, Dried—La Chi Con	b
" Fresh, Small stone—Chut Wat Lai Chi	b
" Large " —Tai Wat Lai Chi	b
" Lai Chi	b
Limes, (Saigon)—Sai Kung Ning Moong	b
Mango, Manila—Lui Sung Moong	b
Mango, Saigon—Sai Kung Moong	b
Mangosteens, San Chuk Tsu	dozen
Oranges, (Canton)—Sang Sheng Tim Chang	b
" Small—Tai Kuit	b
" Mandarin—Tim Kut	b
Olives—Pal Lam	b
Pears, (American)—Kam San Shu Li	b
" (Canton), Cooking—Sa Li	b
" (Shanghai)—Sheung Hoi Li	b
Pine-apples, 1st quality—Sheung Poong Pi Paw-lau	each
" 2nd cooking—Chung-tang Paw-lau	each
Peanuts—Fa Sang	b
Persimmons Large—Hung Chie	b
Pumelo, Siam—Chim Lo Yau	b
Platams—Tai Chen	b
Walnuts, Hop Top	b
VEGETABLES, &c.	
Artichokes, Shanghai—Sheung Hoi Ah Chi Chauk	b
Beans, (French) Macao—Oh Moon Pin Tau	b
Beans, (French) Shanghai—Sheung Hoi Pin Tau	b
Beans, Sprout—Ah Choi	b
Beans Long—Tau Kok	b
Boot Root—Hung Choi Tau	each
Brussels, Green—Cheng Yuen Ker	b
Brinjals, Red—Hui Ker	b
Brasica—Pak Choi	b
Bamboo Shoots—Chook Shun	b
Cabbage, Chinese, com.—Kai Choy	b
Cabbage Root—Kai Lan Tau	each
Cabbage, (Shanghai)—Yeh Choi	b
Cane Shoots, bunch—Kau Shun	b
Cauliflower, Large size—Tai Yeh Choi Fa	b
Cauliflower, Medium size—Cheung Yeh Choi-fa	b
Cauliflower, Small size—Sai Yeh Choi-fa	b
Carrots—Kam Shun	b
Celery, Chinese—Tong Kan Choy	b
Celery, English—Yeung Kan Choi	b
Celery, White—Pak Ye	

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